

THE
CHINA MAIL
TYPHOON MAP &
GUIDE.
PRICE.....50 cents.

The China Mail.

ESTABLISHED 1845

AGENTS
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Amoy, Canton, Hankow, Hongkong, Shanghai, Swatow, Tientsin, Yokohama, etc.
A. S. WATSON & CO., LTD.
Sole Agents for the Straits Settlements and F.M.S.

No. 16363.

號八十月十年五十五百九千壹

HONGKONG, MONDAY, OCTOBER 18, 1915.

卯乙未年四國民華中

PRICE, 88.00 Per Month.

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ESTABLISHED 74 YEARS

Agents for

W. & A. GILBEY'S
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NOTICE.

ANY EUROPEAN, Non ASIATIC or INDIA, desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height, occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

PEARL TRAMWAYS COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.10 p.m. Every 15 minutes.

NIGHT CARS.
8.30 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week-Days.
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Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank notes or by Cheque or Comptroller order representing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers.

BUSINESS NOTICES.

W. S. BAILEY & Co., Ltd.

ENGINEERS and SHIPBUILDERS.
BOILERMAKERS, BLACKSMITHS and FOUNDERS
REPAIRS OF EVERY DESCRIPTION.
SOLE AGENTS KELVIN MOTORS.
STEAM LAUNCH FOR SALE.

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E WHISKY

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ALWAYS AT THE FRONT

A MAKER WHOSE NAME YOU KNOW.



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ROBINSON PIANO Co., Ltd.

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The Leading French Jewellery House.

Watches, Jewellery,
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JUST ARRIVED.

"JUVENIA" Dress
Watches

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IRON STEEL METAL and HARD
WARE MERCHANTS. Wholesale
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Furniture like America. General Store-
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Hongkong, September 4, 1912.

SIEN TING.

Burgess Dental

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Consultation.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND
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HONGKONG LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXYACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway
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GRAVING DOCK 73' x 38' x 34'
Pump empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement,
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shop ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—
JOHN L. THORNTON & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
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MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the
Terra Office.

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HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address—TAIKOOKDOCK. Telephone No. 212.

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and
GRILL ROOM

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MANAGER.

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ADAMANTLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.
Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms,
Roof Garden.
Terms—From \$5 per day and up.
Telegraph Add: "Pearlful".
P. O. FRUSTERS,
Manager.

GRAND HOTEL

A FIRST CLASS AND UP-TO-DATE HOTEL, most central location within
the vicinity of all the principal Banks.
Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Cuisine
under European Supervision. A First Class string Orchestra under selections from
6.30 p.m. to 11 p.m.
Special monthly terms for residents and for Shipping.
For further particulars apply—
Telephone 197.
Telegraphic Address: "COMFORT".
Manager.

KING EDWARD HOTEL

Central Location.
All Electric Traction Pass Entrance,
Electric Lifts, Fans and Lights,
European, Indian and Sundry Dishes,
Hot and Cold Water System throughout.
Best of Food and Service.
Telephones 373.
Telegraphic Address:
"Victoria". FRANK L. COOTE,
Manager.

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HAIR DRESSING SALOON.
Electric Facial Massage with
Massage Cream, Perfume,
By
EXPERIENCED HANDS

Novels, Magazines,
Ladies' Fashion Books and
Toilet Requisites.
12, D'ARQUIER STREET.
Hongkong, July 5, 1915. 581

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45, Morrison Hill Road.

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IN WHICH ARE VESTED THE SHARES OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.
and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS AT 31st December, 1913,
£23,622,185.
Authorized Capital 25,000,000
Subscribed Capital 24,000,000
Paid-up Capital 22,437,500
II—First Fund 1,386,114
III—Life & Annuity Funds 15,133,180
Sinking Fund Account 38,513
£23,551,283

Revenue Fire Branch 2,507,158
Life and Annuity 1,972,239
Branches 268,492
Revenue Marine Department 433,133
Other Receipts 25,238,312

The Accumulative Fund of 25 shillings
Branches are especially favored and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.
SHEWAN TOMES & CO.
Agents.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

in Casks of 375 lbs. net

in Bags of 250 lbs. net

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GENERAL MANAGERS

THE BEST MEALS IN HONGKONG.

EITHER A LA CARTE OR TABLE D'HOTE.

Oysters, Kippers and Smoked fillet Haddock always a
Hand. We serve only No. 1 Lipton's Tea and the Choice of
Cakes made with best Table Butter only. The best Wines,
Ales, &c., served with Meals only. You should not fail to give
us a trial.

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Established 1883

MANUFACTURERS OF

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STRAND	CABLE LAY	4 STRAND
1" to 15"	6" to 15"	3" to 16"
CIRCUMFERENCE	CIRCUMFERENCE	CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1914.

"MUMEYA."

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.

PRICE 2.00 per 3 pcs. for Post Card.

No. 81 Queen's Road Central

TELE. No. 254.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two slipways and can accommodate any craft
of 200 feet long.

Town Office, 48, COMMERCE ROAD CENTRAL, HONGKONG. Telephone No. 416.
Shipyard, Shum-Sai-Po, Kowloon, Hongkong. Telephone No. 118.
Estimates furnished on application.
WONG PING WA, Manager.

Hongkong, April 1, 1912.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE
BRITISH MADE

"BOURNVILLE COCOA" represents the
highest grade of nutritive cocoa at present on
the market; it fully maintains its high reputa-
tion in food value and delicacy of flavour, and
is second to none in any respect whatsoever.
Medical Magazine, March, 1912

CADBURY'S
CHOCOLATES

In Tins and Fancy Boxes
Specially Packed for Export

"FROM THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong, Dec. 17, 1900.

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	To	REMARKS
SHANGHAI, MOI, KORE, NAGOYA	Cap. A. B. GARDNER, R.N.R.	20th Oct.	About Freight and Passengers
LONDON & BOMBAY via	Cap. C. G. TAYLOR, R.N.R.	22nd Oct.	See Special Circular Form of Call
SHANGHAI	Cap. A. M. KING	25th Oct.	About Freight and Passengers
LONDON & BOMBAY via	Cap. H. R. HARRINGTON, R.N.R.	26th Nov.	About Freight and Passengers

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA
AND SEATTLE

In connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY
For VICTORIA and TACOMA via MANILA, KEELUNG, SHANGHAI, NAGOYA, MOI, KORE, YOKOHAMA, and KOBAYASHI.

	FOR BOMBAY VIA SINGAPORE PORT SWETTENHAM, PENANG AND COLOMBO	
4.5.	'INAHU MARU'.....Capt. T. Wakasaka.....	Thursday, 28th Oct., at 7 a.m.
	FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.	
5.8.	'KAIHO MARU'.....Capt. Murakami	Sunday, 24th Oct., at Noon.
5.3.	'DAMIN MARU'.....Capt. S. Saigo	
	FOR TAKOW AND ANPING VIA SWATOW AND AMOY.	
4.5.	'KORU MARU'.....Capt. A. Kobayashi.....	Wednesday, 27th Oct., at 8 a.m.

EXTRA TO THE CHINA MAIL.

HONGKONG, TUESDAY, OCTOBER 19, 1915.

BY TELEGRAPH.

THE WAR.

(Reuter's Service to the China Mail.)

AN ATTACK ON THE ENEMY DESCRIBED.

LONDON, Oct. 18.

Reuter's correspondent at British Headquarters describes the British gas attack of 13th inst. which he witnessed from an eminence close behind the trenches. He says, beyond an area where massed batteries were pouring a concentrated fire on the German positions was a land of desolation where troops were hidden in trenches waiting the whistle to leap the parapets. On the horizon was a mass of smoke constantly broken by flashes of bursting shell. The smoke constantly changed colour, white, yellow, black and sometimes pinkish.

Suddenly from the left of the British lines came a cloud of yellowish smoke creeping towards the opposite line closely followed by a broad finger of white vapour which widened as it advanced and spread over the yellow cloud forming into an opaque mist which gradually enveloped the German trenches in a dense fog. When first noticed it looked like a big ball of cotton-wool poised a few feet above the plain; then as the wind caught it, it assumed the aspect of a gigantic funnel, tilted towards the enemy. More smoke followed up from the same spot as though someone was blowing puffs from a huge invisible pipe. It was heavier and more bewildering than a London fog. Occasionally when the vapour lifted one had glimpses of figures darting backwards and forwards across a space between the trenches; these were apparently bombers. Then there was a momentary flash of a mass of men appearing to spring from the empty plain and sink back again in a new place, enfolded in a curtain of smoke.

This was all one could hope to see of an infantry charge in this war.

S.S. "AMIRAL HAMELIN" TORPEDOED.

LONDON, Oct. 18.

A Tunisian mail boat has arrived with survivors from the steamer "Amiral Hamelin" recently torpedoed in the Mediterranean when 50 were drowned and 80 injured.

LATER.

A message from Marseilles says it is now announced that there were 71 victims when the "Amiral Hamelin" was torpedoed.

A message from Paris says the sinking of the vessel was a despicable outrage. The submarine fired without warning and thereafter over forty shells struck the steamer while the passengers and crew were taking to the boats.

The noise of the firing brought a French destroyer and a British hospital ship to the scene, but the submarine sank the "Amiral Hamelin" with two torpedoes before disappearing.

SERBIANS REPULSE AUSTRO-GERMANS WITH HEAVY LOSSES.

PARIS, Oct. 18.

A telegram from Nish states that hitherto the Bulgarians have captured a few weakly defended positions in the region of Pigot. They have been repulsed at many other points.

The Austro-Germans have attacked Serbian positions on the Save and around Belgrade six times, being everywhere repulsed with heavy losses.

MR. W. G. GRACE SUFFERS A SEIZURE.

LONDON, Oct. 18.

Mr. W. G. Grace has had a seizure affecting his speech, but his friends are hopeful of a speedy recovery.

[W. G. Grace, the famous cricketer, was a surgeon by profession. He was born at Downend, Gloucestershire, on July 18, 1848. He played cricket for Gloucester from 1879 to 1900 and for England v. Australia for many years in succession.—Ed.]

(Reuter's Service.)

PARIS, Oct. 17.

Yesterday our aircraft bombarded Metz railway station. To-day we carried a strong barrage at Neuville Saint Vaast. We made progress in Lorraine. Our aircraft bombarded Vosges railway stations and also supply centres.

Athens:—We repulsed vigorous attacks delivered by the Bulgarians against Vellandoro, inflicting terrible losses on the enemy.

SANITARY BOARD.

At a meeting of the Sanitary Board this afternoon.

Those present were Mr. D. W. Tratman (President), Dr. Pearce, Lieut-Col. Crisp, Dr. Fitzwilliams, Mr. Ng On Taz, the Hon. Mr. Hawett, the Hon. Mr. E. R. Halifax, and the Secretary, Mr. Bowen Rowlands.

Application was made for permission to erect two water closets in a house on North Kowloon Rural Building Lot No. 1.

Mr. Goldring, the Hon. Mr. Hawett and Mr. Chan Kai Ming expressed themselves against the proposal.

Lieut-Col. Crisp minuted that he was in favour provided a septic tank was also erected and its effluent properly disposed of.

Dr. Fitzwilliams was in favour, the effluent to be discharged anywhere. In his opinion what was safe at home was safe here. If the Board should object to it being passed in the stream let it be discharged on land away from the stream. He recommended members to study the attached circular by Messrs. Jones and Attwood.

Mr. D. W. Tratman, Head of the Sanitary Department, said "This application is objectionable because it involves the possibility of a discharge of contaminated fluid into a stream from which persons may drink. The best that the writers of this circular can say for their apparatus is that it produces an effluent 'fit to drain into the nearest water-course without offence to sight or smell' and 'so good that a duck-pond has been constructed for its utilisation,' and again 'it passes along the roadside and cannot be distinguished from ordinary land drainage or spring water.' In England no wise person drinks from a duck-pond or roadside water-course, however clear. In many places the public are warned by notices against drinking from such roadside channels. Such notices would have little effect on the natives here and I do not think that in the present case there is any need to allow the danger to come into existence. With respect to the possibility of such danger I note that the circular states of one of these installations that 'it superseded a plant of twice the size which proved to be inefficient.' If we could get the specification of the superseded plant I have little doubt but that we should find that the makers also claimed infallibility for their system, and I have already pointed out that the house for which the present application is made is too far away for regular examination."

In moving that the application be granted, Dr. Fitzwilliams said that the septic tanks were advocated very highly at home. The effluent was turned into streams which were part of the general water supplies. He was convinced that the effluents were practically pure. In talking about the contamination of the country side they overlooked the dumping of night soil on the hillsides. One was purified material, the other was not.

Mr. Tratman.—The fact that contamination may or may not be caused by the dumping of unperfected matter does not seem to be to justify us, as a Board, in allowing the possibility, which has to be admitted though it is a remote one, of contamination on the other side.

Eventually the application was refused.

LOCAL SHARE FLUCTUATIONS.

CLOSING PRICES.

Cement	\$ 10.85 buyers.
Douglases	80 "
China Sugars	131 "
China Fires	180½ sales.

Printed and Published for THE CHINA MAIL, Limited, by HORACE MURRAY BAIN, No. 6, Wyndham Street, Hongkong.

BY TELEGRAPH.

THE WAR.

THE QUESTION OF COMPULSION AGAIN RAISED IN ENGLAND.

AN AGITATION IN THE HOUSE OF COMMONS.

RUMOURS REGARDING CABINET CHANGES.

MORE DETAILS REGARDING MISS CAVELL'S DEATH.

(Reuter's Service to the China Mail.)

MISS CAVELL'S DEATH.

DETAILS OF THE ATROCITY.

LONDON, Oct. 18.

An Amsterdam telegram gives details of Miss Cavell's death. It states that the execution ground was a garden surrounded by a wall where a firing party of six men and an officer awaited the victim, who was led in by soldiers from a house nearby blindfolded.

Up till then Miss Cavell had been brave though deadly pale. She exposed and fell down thirty yards from the place of execution. An officer then walked up to the unconscious woman and, drawing his pistol, shot her through the head.

The execution was shocked the Belgians, who declare it to be the bloodiest act of the war.

IS CONSCRIPTION COMING IN ENGLAND?

LONDON, Oct. 18.

At a Trade Union rally in Birmingham it was enthusiastically resolved that it was impossible to oppose conscription if recruiting were unsatisfactory. Sir Eric Swaine, Director of Recruiting in the Northern Command, speaking at Hull said the war would not finish soon, and that Great Britain must have 3,000,000 men by Spring to make Germany realise the uselessness of continuing the war.

DEMANDS BY THE HOUSE OF COMMONS.

LONDON, Oct. 18.

An agitation is arising in the House of Commons in favour of a debate on Sir Edward Grey's Balkan speech, together with a demand for the appointment of a Select Committee to inquire into the Dardanelles Campaign. Mr. L. Amery gave notice of a motion asking for "A more adequate statement regarding the diplomatic and military policy of the Near East."

MR. CHURCHILL MAY GO TO THE FRONT.

LONDON, Oct. 18.

The Daily Chronicle, discussing the rumours regarding impending changes in the Cabinet, says that it is reported that Mr. Churchill intends to join a regiment and go to the front.

[The Rt. Hon. Winston Churchill, until recently First Lord of the Admiralty and at present Chancellor of the Duchy of Lancaster, served as a military officer during the last South African war.—Ed.]

GERMAN DESTROYER SINKS IN COLLISION.

COPENHAGEN, Oct. 18.

A German steam ferry from Trolleborg on Friday evening collided with a German destroyer, which was cut in two and sank. Only five men were saved.

(Reuter's Service to the China Mail.)

THE FIGHTING IN SERBIA.

DOMINATING RAILWAY POINTS OCCUPIED BY ALLIES.

ATHENS, Oct. 18.

Official advices from Salonika say that the Allied and Serbian Armies have occupied Strumitza; also various points dominating the railway, whose protection is regarded as assured.

FRENCH TROOPS IN MACEDONIA.

ATHENS, Oct. 18.

The French troops had their baptism of fire in Macedonia, near the railway bridge at Hudovalovo, when they were attacked by 40,000 Bulgarians. Fighting continues.

SERBIAN POSITIONS STORMED.

LONDON, Oct. 18.

Austrian and German communiques state that the Serbian positions in the Arva Mountains have been stormed, and the whole of the hilly district south of Belgrade is in Austrian German hands.

REAR-ADMIRAL TROUBRIDGE IN SERBIA.

LONDON, Oct. 18.

To-night's casualty lists contain five headed Naval unit, and under Rear-Admiral Troubridge, in Serbia.

BRITISH FLEET BOMBARD BELGIAN COAST.

AMSTERDAM, Oct. 18.

The British Fleet again heavily bombarded the Belgian Coast.

ITALIAN LOAN IN AMERICA.

NEW YORK, Oct. 18.

Italy is about to place a Loan of \$5,000,000 in the United States for the purpose of stabilising exchange.

SUNSHINE AND COMMON SENSE.

LONDON, Oct. 18.

DON'T doctor your blood for rheumatism. Use an external application of Chamberlain's Pain Balm. In a few days it will get you out into the sun and blood to your veins and back the system of this troublesome disease. For sale by all Chemists and Storekeepers.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE ZEPPELIN RAID.

OFFICIAL ACCOUNT.

LONDON, Oct. 18.

The Press Bureau issues an account of the damage caused in the latest Zeppelin raid by a writer appointed by the House of Commons who says that the darkness of the night was of great importance. The Berlin official report shows that, as on the last occasion, the raiders were grossly mistaken in most cases regarding the localities bombed. If they had any definite objective beyond the haphazard destruction of lives and property of non-combatants they had entirely failed to attain it. Except for one chance shot, the damage was exclusively to property not connected with the conduct of the war. Of the 127 killed and injured were combatants, save one or two soldiers in the street.

Hundreds of thousands who heard the bombs and the guns remained cool and free from panic. If possible, there was even less excitement than on the previous occasion. Most of the people, after the bombardment, went quietly to bed, and were undisturbed by a second raid in another part of the London area at midnight. In the theatre, whence the bomb explosions and the firing were plainly heard, there was a commendable absence of panic.

Damage was done in five distinct areas. In the first, there was little or no residential property, but some large business buildings. Here five bombs fell, four of them being in the street. The buildings were considerably damaged. There were also a number of casualties in the second area. A bomb fell on a garden in a large block of residential flats, and several rooms on the ground floor were totally wrecked. On the first floor, there was considerable damage. Another fell on top of another block, demolishing the top storey. There were no casualties in this area. Two business premises were damaged.

The fourth area was a poor working-class district. Many houses were overcrowded here. More bombs were dropped here than in the above-mentioned areas. One group of small houses was entirely destroyed. Only a single bomb was dropped in the fifth area, where there was not a single factory or business house. There were hardly any shops, no encampments, aerial defences, or even search lights. Here for some obscure reason the largest number of bombs were dropped in less than a minute. The distance between the first and last bombs was only 600 yards. Five fell within a 60 yards area and three in a single small garden. The fortunate feature of the whole raid was the number of bombs falling to the ground, not on the buildings. Only three houses were actually struck in this area.

FRENCH REPRISALS.

PARIS, Oct. 17.

A communique states that as a reprisal for the German air raid on English towns a squadron of aeroplanes today dropped thirty bombs on Treves.

EASTERN FRONT.

FURTHER RUSSIAN SUCCESSES.

PETROGRAD, Oct. 18.

A communique says:—The enemy continued his persistent attacks on the Dvinsk front at 10 o'clock yesterday, and was repulsed. The Russians caught the attacking German units of Lake Svarten, in the flank and rear, cut off, and captured a large number.

Further south the Russians pierced the enemy's front on the western shore of Lake Bogusko and crossed the River Drivnitsa. We also captured the enemy positions on the Svir above Chortorsk and to the west of Dorjoo.

BRITISH RED CROSS SOCIETY AND ST. JOHN'S AMBULANCE FUND.

The total of this Fund now amounts to \$5,227.04. Since the last list was published subscribers have been received from the following:

Rev. Mr. A. M. Thomson.
Mr. W. J. Tuckersham.
Mr. G. A. Pentreath.
Mrs. E. Murray Bain.
Mrs. H. Hancock.
Mr. M. P. Talbot.
Mr. H. C. Sandford.
Mrs. Chisham.
Mr. Ho Kwong.

The Fund closes on Thursday, October 21st. Subscriptions of any amount will be welcome.

N. J. STARR,
Hon. Treasurer.

Hongkong, 18th October, 1915.

"ALL MODERN CONVENIENCES."

A "small ad." in a recent issue of the Homeowner Record.
Seven-Roomed House and home-proof
Dig-out in Driffield, E. Yorks. for sale;
modern; electric bells, bath, garden.
Apply—

CHILDREN'S COLDS.

WHY let the children rack their little bodies in such a distressing manner when you can so easily cure their colds with a bottle of Chamberlain's Cough Remedy. For sale by all Chemists and Storekeepers.

THE ONE MAN LEFT.

Tommy's Trench Woodbine at Hooge.

An Aged C.O. in Tears.

(From a 2nd Durham T.I. private.)

Before this big battle we were in the trenches fifteen days. We came out one night, and halted two days, when the order came for us to get fighting order ready. That meant no pack, just water bottle, haversack, and a few biscuits.

We were then marched into a town, half for a lecture from the G.O.C. of the division. He started like this:

Well, officers, N.C.O.s, and men of the 2nd D.L.I., I have come to let you know that the division has been picked to take the first trenches at Hooge. Not only that, but the regiment has been picked to lead the advance.

Our hearts began to get hot, at least mine did. We set off for the trench to Hooge, but the Germans had got wind of it, and when we were going up the road they shelled us, wounding and killing some of us.

We still kept on, and landed in the trenches at eleven o'clock at night, and for the next two days we were viewing their great position, thinking how awful it would be to take barbed wire hundreds of yards deep. We knew it had to be done, and at half-past two in the morning of the 15th we were led into a wood, and got orders to lie down, and then hell opened.

Our artillery opened fire, and they replied. It was simply awful, but we lay there waiting for the order to charge. It came. We lost all control of senses, and went like mad, fighting hand-to-hand and bayoneting the Germans.

I did not like to kill, but it was spelt like. So I did it, and wanted more. We got into the first line, and went straight on to the fourth, and past it, and then dug ourselves in under hell's flames, nothing better.

I found my section, and there was mine of us digging in the trench. I turned my back one second, and when I looked again, what a sight! I will remember it till I die: every man in, and trenches blown to atoms, arms, legs, and heads starting you in the face.

You will hardly credit what I did under these circumstances. I sat down and lit a Woodbine, for the simple reason I was not in my right senses. I stuck there by myself for sixteen hours, and all the time a heavy bombardment of our trenches. I was expecting every minute to go to glory, but I still kept on smoking.

When night came on I got out and went back. When we were all formed up the survivors answered to their names. The old commanding officer, who is nearly seventy years of age and a tramp, was crying. I can tell you we got nothing we wanted. I know I got a bill for my gun and went to sleep.

FRANCE AND INDO-CHINA.

Satisfactory Attitude of the Annamites.

After a year of war, says "The Times," we may venture to form an opinion on the state of the native population in Indo-China. The situation and the spirit of the natives are excellent, as a matter of fact. Many people declared that when a crisis arose the Annamites would evince every sentiment but that of fidelity to France; yet since the outbreak of the present war the loyalty of the natives has not wavered for an instant. However, more distant from the metropolis than the African colonies, and more exposed to perfidious influences, the administration of Indo-China during the war seemed to demand special attention of the French Government. This fact led to M. Roume's acceptance of the direction of the affairs of the French Asiatic possession. At the end of several months' work in Indo-China, M. Roume has now been able to furnish a kind of moral balance sheet, which proves to be reassuring and entirely satisfactory.

A campaign against the French Government has been conducted from Siam and China it is true, but the German agents who have led it have not met with any success. The natives do not believe in the possibility of a German victory. At the same time he knows that the defeat of the Allies would mean for him the imposition of German rule. He knows the French, and he knows something about German colonialism, so his choice is made. All these points were touched upon by M. Roume in a speech he made at Saigon on the occasion of the Fete Nationale. "The Asiatic wall," understands," he said, "the beneficent and civilizing role undertaken by France in Indo-China. They have seen the railways and canals multiplying, and watched the growth of hospitals, dispensaries, and the numerous other advantages which French rule has brought them. Above all, they have appreciated the diffusion of knowledge brought about by the French, and I have undertaken that this work shall continue uninterrupted. In conclusion, the Governor pointed out that the loyalty of the Colony was most strikingly illustrated by the fact that it had contributed Frs. 2,000,000 to the war charities, being thus responsible for the French colonies.

CHAMBERLAIN'S PAIN BALM.

THERE is nothing so good for muscular rheumatism, sprains, lameness, cramp, toothaches, headache, and all the other ailments of the body as Chamberlain's Pain Balm. It will give relief in less time than any other treatment. For sale by all Chemists and Storekeepers.

ALLEGED ASSAULT.

Before Mr. Hazland, at the Police Court, this morning, Mrs. Millie Tangray, of 30, Elgin Street, summoned E. Cassill, of 28, Ansonia Place, of 28, Elgin Street, for assault and also for using threatening, abusive and obscene language.

Mrs. Santos brought a similar summons but Mr. Golding asked for this to be withdrawn. Mr. Golding appeared for the complainant and Mr. Dixon for the defence. The hearing was fixed for Wednesday, October 27th, at 11 o'clock.

CRYSTAL PALACE EX-MANAGER DEAD.

The death of Mr. G. O. Starr, ex-manager of the Crystal Palace, has just been announced.

Mr. Starr was once the manager of Barnum and Bailey's Show. He was the highest-named showman that ever ran a circus. He never talked of himself, and people who were familiar with the genial, quietly-dressed, self-effacing man, whose round figure every visitor to the Palace recognised, rarely knew that he had been a circus man.

A doctor of medicine.
An officer of the United States Army.
A popular entertainment provider.
A journalist.
A publicity expert.
A discoverer of freaks.

The manager of the world's biggest circus.
It was possible even to know Mr. Starr well and never suspect that he was an American by birth.

A MEDICAL MAN.
But he was born in the State of Connecticut 61 years ago, and he lived and practised as a doctor there.

He took up amusement providing by way of mental medicine, prescribing a circus performance instead of a bottle of medicine, a dose of clowning rather than a pill.

He found this so successful that he ceased to dispense his medicine in bottles, but wrapped it in the curvatures of the circus tents. He filled his pharmacy with equestrianism and wondrous performances, ring masters and clowns, oranges and savants, "Naphtia" lights and garish elephants, and before he was thirty, after spending a year or two in a New York newspaper office, he became Press agent to the Greatest Show on Earth.

BREAK COLLECTION.
Nine years later he became European manager and trunk hunter for the show. He knew that to be the successful boys he had to go to India or Java or Japan, that the best place to pick up nuggets was on the back of the Umbra river, that the North of China was the likeliest place to find gems, that Korea was the best country for physically-connected objects, and so on, through the whole anatomy of the Barnum freaks.

Among one of the giants he discovered, a freak as distinct from a P.T. Barnum's sensation. He disappeared from his New York lodgings and was never found, alive or dead.

Mr. Starr always declared that no show was complete without its "rain woman," and that sensational acts of the "Dip of Death" kind were necessary but undesirable. Equestrian acts were pretty but not final. Elephants were perennially in demand, but monkeys were indispensable. He was intimately connected also with Buffalo Bill's Wild West Show, and introduced into it "Zazel," the human cannon ball—a lady who became Mrs. Starr.

With her he ran for a time an opera company.

MANAGER OF HARMONY AND RILEY'S. In 1906 he succeeded Mr. James A. Bailey as manager of Barnum and Bailey's, and a year later he settled at Upper Norwood, and became manager of the Crystal Palace.

He was responsible for the development of the sports section, which has been so successful there, and he introduced the zoological collection, which has been a feature in recent years.

He had taken his circus to entertain most of the crowned heads of Europe and several Presidents of the United States. "Presidents," he once declared, "are very fond of circuses. They make very good spectators, and are partial to freaks."

TOLSTOY'S OPINION OF THE KAISER.

Tolstoy's opinion of Kaiser Wilhelm and of the "mask, docile, obsessed German people," was not different from that of the commonality of the educated world outside Germany. In 1900, on the murder of King Humbert, Tolstoy wrote the celebrated article entitled "Thou Shalt not Kill," and in it he said: "What, indeed, must be going on in the head of Wilhelm of Germany—a narrow-minded, ill-educated, vain man, with the ideas of a Prussian Junker—when there is nothing he can say so stupid or horrid that it will not be met by an enthusiastic 'Hoch!' and be commented on by the Press of the whole world as though it were something highly important? When he says that 'at his word soldiers should be ready to kill their own fathers, people about 'Hoch!' when he says that the Gospel must be introduced with an iron fist—'Hoch!'? When he says that the story is to take no prisoners in China, but to slaughter everybody who is not a 'Yankee' into a 'Junkie' asylum, but people about 'Hoch!' and set sail for China to execute his commands."

The New York Herald makes apropos the Dunlop case:—"The United States to be regarded as a public enemy, a quadrilateral entity, that can be invaded one day and expelled the next; lied to one day, and patronized the next; treated like a child, yesterday, but today being into a 'Junkie' asylum, but people about 'Hoch!' and set sail for China to execute his commands."

CURADERMA—THE NEW SKIN SPECIFIC

Price \$1.00 per bottle.

BATHING CAPS

NEW STOCK JUST ARRIVED.

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31, Queen's Road, Central.

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Diss Bros.

25, L. WITTHAM ST. (Opposite Street) ESTABLISHED 1881

THE HANDY BOAT FOR MACAO.

THE S.S. "OHUEN OHOW"

THE ONLY BOAT LEAVING AT 5 P.M. EVERY DAY.

Back again by noon on the following day

SUNDAY—Leaves Macao 1.30 P.M. Arrives Hongkong about 6 P.M.

FARES:—First Class \$2 Single; 33 Return (Saloon).
First Class \$1 11.50 (Saloon) for Chinese.
Second Class 60 cts. Single; \$1 Return.

Electric Fan throughout. First Class Attention. Ample Bedrooms and Cabin Accommodation.
Passengers may sleep on board without additional charge on return tickets only.

"MALTHOID"

MINERAL SCOPING NOT THE SAME AS OTHERS.

A roof covering a place of business. Now, from the fact that Malthoid Roofing is steadily increasing in popularity, it is evident that it is a very perfect protection from the weather, in which it is a very good and better than any other. It is a very good and better than any other. It is a very good and better than any other.

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"BOAR'S HEAD" BRAND

GUINNESS' STOUT.

T.B. HALL & CO. LTD.



ALE & STOUT.

Comparison would prove that "Boar's Head" Brand is Superior to other Brands in Body, Flavour, Quality or Strength.

Obtainable in Quarts, Pints and Splitts.

SOLE AGENTS

Gande, Price & Co., Ltd.

Wine Merchants.

6, Queen's Road Central.

Tel. No. 135

HONGKONG

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATE named—

FOR	STEAMER	To Sail	REMARKS
SHANGHAI, MOJI, KOBE, NAGASAKI, YOKOHAMA	Cap. A. B. GARDNER, R.N.R.	20th Oct.	Freight and Passengers.
LONDON & BOMBAY via SUEZ	Cap. C. C. TAYLOR, R.N.R.	22nd Oct.	See Special Circular Ports of Call.
SHANGHAI	Cap. A. M. KING	25th Oct.	About Freight and Passengers.
LONDON & BOMBAY via SUEZ	Cap. H. R. HENDERSON, R.N.R.	26th Nov.	About Freight and Passengers.

Subject to immediate alteration without notice.
All the above steamers are fitted with Wireless Telegraphy.
P. & O. S. N. Co's. Office. E. A. HEWETT, Superintendent.

OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA
AND SEATTLE

In connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY
For VICTORIA and TACOMA via MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA.

STEAMER	Cap.	Day	Time
S.S. "MEXICO MARU"	Cap. T. Yamaguchi	Tuesday	18th Nov. at 3 p.m.
S.S. "HAWAII MARU"	Cap. Saito	Wednesday	17th Nov. at 3 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Bulk, Treasure and Parcels.

For BOMBAY via SINGAPORE, PORT SWETENHAM, PENANG, and COLOMBO
S.S. "TAHO MARU" Cap. T. Watanabe, Thursday, 25th Oct. at 7 a.m.

For TAMSUI and KEELUNG via SWATOW and AMOY.
S.S. "RAIO MARU" Cap. Murakami, Sunday, 24th Oct. at Noon.
S.S. "DAIJIN MARU" Cap. S. Saito

For TAKOW and SWING via SWATOW and AMOY.
S.S. "ROSHU MARU" Cap. A. Kobayashi, Wednesday, 27th Oct. at 8 a.m.

FOR HAIPHONG via HOIHOW.

Steamer Captain Leave
"DAIJI MARU" T. Konishi, Sunday, 24th Oct. at 10 a.m.
"KEIJO MARU" Imamura

These Steamers of Coast and Formosa Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Soon Yip Wharf near the Harbor Office.

FOR FURTHER INFORMATION, APPLY TO—
H. YAMAUCHI, Manager,
Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN
MAIL SERVICE

TO AUSTRALIA, via MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	2nd November	2nd Nov. at 11 a.m.
ANDREAN	22nd November	22nd Nov. at 11 a.m.
ST. ALBANS	14th Dec.	14th Dec. at 11 a.m.
EMPIRE		

These above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. For further particulars, apply to
GIBB, LIVINGSTON & CO. Agents

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAIRO, in connection with the
INDO-CHINA STEAM NAVIGATION CO. LTD.
AND "AFRICAN LINE"
Proposed Sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
"ITOLA"	20th Oct.	A Steamer	Middle of November.
"KUMSANG"	20th Oct.		
"MUTTRA"	28th Oct.		

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ PANAMA CANALS
(With liberty to call at the Malabar Coast).

FOR NEW YORK via PANAMA CANAL.

S.S. SAINT HEDE.....On or about 26th October.
For Freight & further particulars, apply to
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about
S.S. BANRI MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan.....About 30th Oct.
S.S. HOKUTO MARU, For Moji, Kobe & Yokohama.....About 28th Oct.
For Freight or Passage, apply to
DODWELL & CO., LTD., Agents.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMER	To Sail
SHANGHAI	SINJIANG	Oct. 27, at 4 p.m.
WEIHAIWEI & TIENSIN	HUPHOU	Oct. 22, at Noon.
SHANGHAI	LECHOW	Oct. 24, Daylight.
MANILA, CEBU & ILOILO	TRAN	Oct. 26, at 4 p.m.
WEIHAIWEI & TIENSIN	KUICHOW	Oct. 26, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE. Twin screw Steamers "Chinbus," "Taming," & "Tean" Excellent Saloon accommodation, Electric Light and Fans fitted. Extra state-rooms on deck, aft on "Taming" and "Tean."

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. "Anhui," "Chonan," "Liangchow," "Lanchow," "Yingchow" and "Sinkiang" with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

FOR	STEAMER	To Sail
TIENSIN via WEIHAIWEI	CHIPSING	WEDNESDAY, Oct. 20, Daylight.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	WEDNESDAY, Oct. 20, at 3 p.m.
MOJI & KOBE	KUTSANG	THURSDAY, Oct. 21, Daylight.
SANDAKAN	MAUSANG	THURSDAY, Oct. 21, at Noon.
SHANGHAI	WINGSANG	FRIDAY, Oct. 22, Daylight.
MANILA	LOUNGANG	SATURDAY, Oct. 23, at 3 p.m.
SHANGHAI	TUSANG	SUNDAY, Oct. 24, Daylight.
SANDAKAN	CHOSANG	TUESDAY, Oct. 26, Daylight.
SHANGHAI	HINGSANG	THURSDAY, Oct. 28, at Noon.
MANILA	YUENSANG	SATURDAY, Oct. 30, at 5 p.m.

RETURN TOURS TO JAPAN.

THE Steamers Kungang, Lungang, Loang & Fookang leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the "Yaching," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified Surgeon is also carried.
* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
* Taking Cargo on through Bills of Lading to Yangtze Ports, Cheloo, Tientsin, Dairen, Weihaiwei.
* Taking Cargo on through Bills of Lading to Kuddat, Lahad Datt, Singapore, Tawau, Usukan, Jesselton and Labuan.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 216.

THE ROYAL MAIL
R.M.S.P. STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

LONDON	MERONETHSHIRE	Middle of October.
GENOA & LONDON	CARNARYONSHIRE	About Middle of November.

TRANS-PACIFIC SERVICE.

Sailings to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to
JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub. Ex. 10.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

S.S. "ITOLA" 5,277 tons, Capt. Butler, will be despatched for SINGAPORE, PENANG, RANGOON & CALCUTTA on the 20th October.
S.S. "MUTTRA" 4,544 tons, Capt. Kilpatrick, R.N.R. will be despatched as above on the 28th October.
The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.
For Freight or Passage, apply to
DAVID BASSOOK & CO., LTD., AGENTS.

SHIPPING

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

STEAMER	Displacement	Tons & Speed	Leave Hongkong
DAIREN MARU	8,000-15 knots	Mon.	1st Nov. at Noon.
PERSIA MARU	8,000-17 knots	Wed.	3rd Nov.
OHIO MARU	22,000-21 knots	Tues.	9th Nov. at Noon.
TENYO MARU	22,000-21 knots	Tues.	30th Nov. at Noon.
NIPPON MARU	11,000-18 knots	Tues.	14th Dec. at 10.30 a.m.
SEIYO MARU	22,000-21 knots	Tues.	28th Dec. at Noon.

† Cargo only. Omitting Shanghai. * Via MANILA, Omitting Shanghai.

First Class to London.....\$71-10. Return (6 months) \$120.
" " New York.....\$80. " " \$86-10.
" " San Francisco.....\$45. " " \$55.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. AROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Coronel via Japan Ports; Honolulu, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Displacement Tons & Speed Sailing

SEIYO MARU.....14,000-15 knots.....Wed. day, 10th Nov. at Noon.

For full particulars as to Passage and Freight apply to
K. DOI Acting Agent,
KING'S BUILDING (Opposite Blake Pier),
Telephone 231.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMER	Displacement	SAILING DATE
MARSHALLS & LONDON	VI SINGAPORE	Cap. Cope, Tons 16,000	THURSDAY, 21st Oct. at Noon.
MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	FUSHIMI MARU	Cap. Iizawa, Tons 21,000	THURSDAY, 4th Nov. at Noon.
VICTORIA, B.C. & SEAT	AWA MARU	Cap. T. Hori, Tons 13,500	TUESDAY, 2nd Nov. at Noon.
SHANGHAI, MOJI & KOBE	SHIDZUKA MARU	Cap. T. Hori, Tons 13,500	THURSDAY, 11th Nov. at Noon.
SYDNEY AND MELBOURNE	HITACHI MARU	Cap. Tominga, Tons 13,500	TUESDAY, 16th Nov. at 4 p.m.
VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	TANGO MARU	Cap. Soyeda, Tons 13,500	TUESDAY, 14th Dec. at 4 p.m.
SHANGHAI MOJI & KOBE	RANGOON MARU	Cap. T. Hori, Tons 8,000	THURSDAY, 21st Oct.
SHANGHAI, MOJI & KOBE	COLOMBO MARU	Cap. Saka, Tons 12,500	SATURDAY, 20th October.
CALCUTTA via SINGAPORE, PENANG & RANGOON	BOMBAY MARU	Cap. Terada, Tons 8,000	MONDAY, 25th Oct.
BOMBAY via SINGAPORE, MALACCA AND COLOMBO	SANUKI MARU	Cap. Terada, Tons 12,500	TUESDAY, 26th Oct.
SHANGHAI, MOJI & KOBE			
YOKOHAMA			
NAGASAKI, KOBE & YOKOHAMA			

* Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600.	To Manilla 1st Single Yen 550.
" " Return " 900.	" " Return " 825.
" " 2nd Single " 400.	" " 2nd Single " 360.
" " Return " 600.	" " Return " 550.
To London, Southampton, Liverpool via New York \$80. 13s.	
" " via Montreal \$60. 3s.	
To Victoria, Vancouver, Seattle, 1st Single.....\$25.	
" " 1st Return.....\$37. 10s.	
To Sydney, 1st Single \$40.	To Melbourne 1st Single \$41.
" " 1st Return \$72.	" " 1st Return \$73. 10s.
To Yokohama, 1st Return \$150.	To Kobe 1st Return \$135.
" " 2nd " \$90.	" " 2nd " \$83.

Round-the-World Yen 1,045.

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Telephone No. 292.

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TYPHOON MAP & GUIDE

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Shows tracks and daily progress of the big typhoons during the last twenty years.
Explains day and night typhoon signals.
Enables one to locate the centre of a typhoon.
Gives a table of typhoons for last 30 years.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 50 cents.

From the CHINA MAIL Office.

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STEAM FOR

STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for RATA-VIA PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship MALTA, Captain C. C. TAYLOR, R.N.R., carrying His Majesty's Mails will be despatched from this port on or about FRIDAY, the 22nd October, 1915, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Agency from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong. Bulk and Valuable Goods, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding via Bombay to Marseilles and London. Other Cargo for London etc. will be conveyed via Bombay and transhipped to the S. S. Persia due in London about 4th December, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
General Agent.

Hongkong, Oct. 7, 1915.

THE BANK LINE LTD.
FOR SAN FRANCISCO.

THE Steamship "INVERIC"

Cap. A. WALLACE, 4,738 tons, will be despatched as above on WEDNESDAY, 17th November, 1915.

For Freight, and further particulars apply to—

THE BANK LINE, LIMITED,
Managing Agents,
Hongkong, Sept. 23, 1915.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship, KATORI MARU,

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Kowloon Wharf and Godown Company, Godowns at Kowloon, where each consignee will be asked out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 26th October, will be subject to rent.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.

Hongkong, Oct. 18, 1915.

AMERICAN-ASIATIC S.S. CO.

NOTICE TO CONSIGNEES

FROM NEW-YORK.

THE Steamship "ST. BEDE,"

Captain J. Foster, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on FRIDAY, 22nd October, at 10 a.m.

All claims must be presented within FIVE DAYS of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd October, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.

Hongkong, Oct. 18, 1915.

"OVERLAND CHINA MAIL"

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